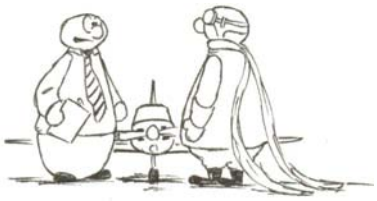


Plane Talk

The Aeronautical Newsletter of the
FAA Safety Program – Northwest Mountain Region

SELECT No. NM01FS10 May 2003

17th ANNUAL FAMILY FLY-IN

The 17th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference is returning to beautiful McCall, Idaho, August 8 through 10, 2003. Located in the Heartland of Central Idaho, McCall offers recreational opportunities for the whole family. The town of McCall is located on the banks of Payette Lake, which gets its beauty from the dark blue waters and dense forest around the 22 mile shoreline.

Once again we will have an extraordinary list of speakers at the banquet and at the afternoon lectures. Keep checking the organizer's web page for details: www.*familyflyin.net.*

There will be instructors in the WING's program that can take you into some of the beautiful backcountry strips. This is not to be considered a full Mountain Flying Clinic; it is only an introduction. If you find it enjoyable, you should sign up for a full course to be given at another time. See the web pages for listings. Please **don't** try it on your own without a full mountain course. Aircraft parking will be limited. Also take advantage of the PACE program. (Details on the web page.) Make your reservations right away; rooms will go quickly.

For motel reservations contact "in Idaho vacations services" 1-888-844-3246 or

vacations@inidaho.com.

For other information contact: Frank Lester, 208-334-8780 or John Goostrey, 1-800-453-0001 ext. 225 or online at www.*familyflyin.net* or *www.faa.gov/fsdo/boi*

TFRs

It comes as no surprise to regular readers that western Washington State has four semi permanent Temporary Flight Restrictions, TFR located at Everett, Port Townsend, Bangor, and Bremerton. Oregon has one at Hermiston. Utah has one located just south of Tooele. And Colorado has one located east of the Pueblo VOR. The size and altitudes are all different. Check NOTAMS! We are delighted to report that readers have done a magnificent job of avoiding them. You have studied them, you are aware of their locations and sizes, and you are flying around them. Your performance is nothing short of phenomenal! The east coast is not doing nearly as well. We thank you for your cooperation.

GREAT JOB and thanks.

Dear Orville:

Regarding TFR's, I wanted to share with you the BLM Airspace Information System, which is found at:

http://airspace.blm.gov .

This site, operated by the BLM, was the first government agency to map all TFR's graphically onto current WAC, Sectional and GNC charts. Since beginning operations on July 1, 2002, we have had close to 3 million people use the site and hundreds of thousands of map downloads. No password is required for this vast amount of information.

An automated system for plotting TFR's has now been put into place and updates will occur 7 days a week, 24 hours a day. More complex TFR's in odd shapes will still require the personal touch and that will occur 5 days a week throughout the winter months, then twice daily and 7 days a week during our peak months. Those TFR's not posted will be listed in the "There are Unmapped TFRs/Recently Cancelled TFR's" section.

In addition, we now provide stadium location information relative to FDC 2/0199. These too are available on current WAC, Sectional and GNC charts. On our interactive map they are green in color.

Regards,
Ben Hinkle
BLM National Aviation Office
National Interagency Fire Center
Boise, ID 83705

Please keep in mind; this is a good location to augment your preflight planning but is not inclusive of all the information necessary for a safe flight.

OOOPS!

Recently a pilot called the Flight Service Station in Iowa on the 1-800WX-Brief line using his cell phone to file a flight plan from Waverly. The briefer assumed he meant Waverly, IA. Imagine every-

one's surprise when he took off from Waverly, TN!

The pilot was visiting Tennessee, and talking on a cell phone which was registered in his home state of Iowa. It seems that the area code of the home base of the cell phone dictates which AFSS will receive the phone call when you use the 1-800-WX BRIEF system. The pilot was from the Ft. Dodge, IA area and as a result the call went to the Ft. Dodge Flight Service Station. Since there is a Waverly, Iowa just east of Ft. Dodge, the specialist assumed (yes, we know how Benny Hill defines assume) that was where the pilot was calling from when he identified himself as being at Waverly. The pilot assumed he was talking to the Nashville AFSS since Nashville is close to Waverly, TN.

It is good operating practice to use the official airport identification codes, in addition to their names, to avoid such confusion. Waverly, IA (C25), Waverly, TN, (0M5), Waverly, OH (I57).

PRACTICAL DENSITY ALTITUDE

In the last issue we introduced you to Practical Density Altitude, thoughts from Kurt Anderson, NTSB accident investigator. With twenty years of aircraft accident investigation experience, Kurt has interviewed many pilots who have crashed due to misconceptions regarding flights in density altitude situations. He has identified Ten Deadly Sins, misconceptions that lead directly to light airplane density altitude accidents. If you remember, Deadly Sin Number 1 was "Not Knowing that Best Rate of Climb Speed (indicated) decreases as much as 5 to 8 knots as Density Altitude increases", and greatly decreases climb performance. That story resulted in numerous responses from readers. These are typical of the majority of the questions raised.

Dear Orville:
I read with great interest, "Practical Density Altitude" in the first issue of Plane Talk. I am a bit curious, though. Why would you want to hold max rate of climb airspeed to clear an obstacle when max angle of climb will get you to a higher altitude in less linear distance?
Don Holliday

Dear Don:
I'm really glad you asked that question. Remember the situation. You were tasked to takeoff from a high density altitude airport and the challenge was to clear a ridge four miles away. Since the ridge is four miles away, you have room to maneuver. By climbing at best rate, you will get more feet per minute than by climbing at best angle. This means you will attain an altitude which permits safe crossing of the ridge sooner (fewer minutes) than if you had climbed at best angle. As a result, even if you have to do S-turns, you are on your way with a minimum of Hobbs time.

Additionally, by climbing at best rate, you can see better over the nose, you get better engine cooling, and you have a larger cushion over stall than if you had used best angle. I use best angle ONLY when there is no room to maneuver.
Orville

Dear Wilbur:

I learned first hand about airplane performance and density altitude when I tried to climb out of the valley around Hawthorne, NV (elevation 4,215 feet MSL) at about 1:30 in the afternoon. My plane is an AA5 Traveler. It was my wife and I and a small amount of luggage which figured to be 150lbs under gross. I knew from the flight from Susanville to Hawthorne that Density Altitude was becoming a factor. We took off from Hawthorne with full tanks (bad move) and I just barely heard the stall horn on takeoff and lowered the nose. To make a long story short, I performed 4 very shallow banked turns attempting to get altitude orbiting over the small town of Hawthorne. We peaked out at 8,000' and that was it. I had previously decided that before I would attempt the next leg of the flight, which was toward Beatty, I wanted 9,500'.

So, I told my wife we're not going any farther. We landed back at Hawthorne, spent the evening in the casino and talked about the next step. We aborted the plan to fly any farther south. We got up early in the morning and took off at 5 a.m. heading north. We decided to go to the coast instead. Spent the weekend in Newport, OR.
Charles Borozinski
Marysville, WA

PS. Going to have a 160HP STC done on my Traveler!

PRACTICAL DENSITY ALTITUDE,
Deadly Sin Number 2

When departing from airports in general aviation airplanes at less than maximum gross weight due to density altitude considerations, **DO NOT CLIMB AT YOUR MAXIMUM GROSS WEIGHT BEST RATE OF CLIMB SPEED!** It seems that a great number of pilots memorize only one Best Rate of Climb Speed – the one for maximum gross weight at sea level. In truth, Best Rate of Climb Speed decreases as gross weight decreases. Depending upon which airplane you fly and how far below gross weight you are operating, Best Rate of Climb Speed can drop

as much as 10 knots or more (check your Pilot's Operating Handbook)! Attempting to climb out of a high density altitude airport in a lightly loaded airplane, at its max gross weight airspeed, can take climb performance which is poor at best and make it downright lousy.

Additionally, if you attempt to climb out of a high density altitude airport at a reduced gross weight while using your sea level, maximum gross weight Best Rate of Climb Speed, you combine Sin 1 with Sin 2. The result can easily be that you are attempting to climb at a speed that is 15 knots too fast! **Such a mistake can turn minimal climb performance into negative climb performance!!** This deadly combination is precisely what is leading to our most common Density Altitude accidents!

Thanks Kurt

Dear Wilbur:
How can pilots get their Social Security Number removed from their pilot certificate?
Bill MacFaden

Dear Bill: If you are type rated on the Internet, go to http://registry.faa.gov. On the left side of the page, click on "Airman Certification." Under Customer Services, click on "Change Your Airman Certificate Number." A form is then available for you to download, fill out, and mail to: FAA – Airmen Certification Branch, AFS-760, PO Box 25082, Oklahoma City, OK 73125-0082. Printing and mailing is necessary because your signature is mandatory. Your signature on the form will be checked with your signature on past applications before the certificate number will be changed.

If you do not have access to the Internet, you can write a letter to the above mentioned address and request the change. You must specify whether you want your social security number removed from your certificate, but kept available for record keeping purposes only; OR whether you want the social security number removed from your certificate and also removed from any record keeping operations. Be sure to include your date of birth, current certificate numbers, and signature. You also must state, "I agree that I will not furnish my SSN on any future applications for Airman or Medical certifications.
Wilbur

PLEASE FLY NEIGHBORLY
By James E. Pyles, RSPM
Northwest Mountain Region

It is time for each of us to reflect on our responsibilities, to each other, in this great country in which we live. Every pilot needs to revisit a topic that we often overlook. The topic I am speaking about is our responsibility to fly neighborly.

The Federal Aviation Administration (FAA) has always received complaints concerning low flying aircraft over noise-sensitive areas. You've seen the list; open air assemblies of persons, churches, hospitals, schools, nursing homes, noise-sensitive residential areas, National Park Areas, to name but a few. Other organizations like the Aircraft Owners and Pilots Association (AOPA) and Helicopter Association International (HAI) have addressed this issue with handouts and guides such as "Fly Neighborly Guide" published by (HAI) in 1982 and revised in 1991, to help pilots make good sound decisions when it comes to the flight path and altitudes flown. The FAA has published Advisory Circulars, such as, AC 91-36C "Visual Flight Rules (VFR) Flight near Noise-sensitive Areas" to encourage pilots to choose altitudes and flight paths that will minimize their adverse impact on others especially around airports and navigational aids where it is natural to have an increase of aviation activities.
Ask yourself this question; "On my last flight did I take into consideration the effects of my flight on others?" So, what was your answer? Chances are, you did not.

The Federal Aviation Regulations (FAR) give us the "minimum safe altitudes" to start our planning, but all too often we pilots have the attitude that minimum is good enough. While it may be safe to fly at the FAR minimums for a particular flight, it would do the industry a lot of good, in the public relations department, to add a few hundred feet or alter our flight path to avoid needless aggravation to those below us. Flight instructors often practice over the same areas. They do "turns about a point" over the same barn, church, or intersection hour after hour, day after day. It is no wonder this kind of repeated activity solicits phone calls and letters to the local Flight Standards District Office (FSDO), complaining about the noise and danger of all the aircraft overhead. To add to the concerns of the general public, we have the security issues brought to the limelight after the tragic events of September 11, 2001. Heightened concerns about repeated flights over houses and neighborhoods and what "they" could be doing have accompanied the traditional complaints about noise and the possibilities of a crash. So what can we do? Here are a few ideas to help you plan in the future. They are just a few of the many you might come up with on your own so do not feel like this is an "all inclusive" list. Above all, remember to use good judgment and common sense; safety

and common sense; safety should always be your first concern.

- Remember, "Altitude above you and runway behind you don't do you any good". Start your takeoff roll at the beginning of the runway, so that more of your climb, to a safer, more neighborly altitude, will be over the airport. Besides, you might be glad you have that extra few feet should you have an emergency.

- If you do not know if you are over a "congested area of a city, town, or settlement" then assume you are, and fly at the appropriate minimum altitude or higher.

- Remember the FAR says "an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet." So, make sure you are at least that far away from the hillside that might contain houses or people.

- Take the time to find out where the noise-sensitive areas are around you, and then do your best to avoid them. If you are unable to avoid them, make a concerted effort to minimize your impact on them.

- VFR operations over noise-sensitive areas should make every effort to fly not less then 2,000 feet above the surface, weather permitting.

- When conducting flight training be aware of what lies below you at all times. Use appropriate altitudes for ground reference maneuvers. Teach your students, from the beginning, to fly neighborly. (Don't forget FAR 91.303; it really does apply to you!)

- Pilot examiners, too, can play an important role by adopting fly-neighborly practices in their flight exams.

- Get involved! Help your local airport authorities educate the communities around the airport about local navigational aids and the types of flights conducted there. Also, what is allowed by regulation and how to properly identify aircraft should the need arise.

- Help your local zoning commission understand the usefulness of the airport to the community and the necessity to have proper building and zoning laws in effect to provide for a safe airport environment. You never know, this just might keep a house from being built at the end of your runway!

LET US SEE YOUR PRETTY FACE

On a related note, in October, 2002 FAR 61.3(a)(2) was amended to require all pilots to carry photo identification when exercising the privileges of their pilot certificates. And, FAR 61.3(l)(4) now adds authorized representatives of the Transportation Security Administration to the list of persons who can require pilots to present photo ID and any airman certificate, medical certificate, authorization, or license required by part 61. Any ONE of the following are considered acceptable forms of photo ID: A valid driver's license issued by a US state, the District of Columbia, or a US territory or possession; a valid identification card issued by the Federal government, a state, the District of Columbia, or a territory or possession of the United States; a US Armed Forces identification card; credentials that authorize access to airport secure areas; an official passport; any other identification acceptable to the FAA.

NATIONAL E-MAIL SYSTEM

The FAA is in the process of establishing an e-mail service by which we can send you stuff like the two preceding stories in a more timely and cost saving manner. We are now set up to capture email addresses on our web site. The web address is:

http://registry.faa.gov/amsvcs.asp

I went there and got registered in about a minute. The more email addresses we get, and the quicker we get them, the sooner we can establish the email server concept. Soon you will see things like safety seminar registration and schedules online and available to be sent to you via your email account.

CFI, MT, AT OF THE YEAR

We have all had a flight instructor who got us started, maintenance technicians who keep our aircraft airworthy, and avionic technicians who help us find our way. If you have one who has done a great job for you, the time has come to nominate them for CFI of the Year, Maintenance Technician of the Year and/or Avionics Technician of the Year. Local winners will be selected from each FSDO. The winning local entries will compete with entries from the seven northwestern states to select a regional winner.

The winning regional entries will be entered in the national finals.

The process is simple. No later than November 1, 2003, submit an application to your local Flight Standards District Office (FSDO) using the application, soon to be posted, on the following web site: http://www1.faa.gov/avr/afs/safety/INDUSTRY.cfm.

FLIGHT PLANS TO CANADA

Recently, we received a phone call from Transport Canada on the subject of Flight Plans. They feel they are getting far too many US pilots flying into and landing within Canadian airspace without first filing Flight Plans. FAR 91.707 requires that a flight plan be filed prior to entering Canadian airspace, but Transport Canada really prefers to stop the infractions with a friendly reminder rather than penalties. 'Nuf said.

ATC STUFF

Andy McClunie
Utah Aviation Education
Coordinator, Controller,
Salt Lake City ARTCC

In my FAA Aviation Education events I get to converse with pilots about operating safely in the air traffic system. This opportunity to discuss aviation topics is essential to improving safety. At these gatherings, there are always significant operational issues raised. I hope to share some of these common concerns and ATC (Air Traffic Control) issues with a wider audience through this column.

VFR Flight Following is a valuable service available in the radar ATC environment. Pilots receiving flight following get traffic advisories, terrain alerts, NOTAM's, weather advisories, and radar navigational guidance if requested. Most importantly, someone is watching you. You are not out there alone. If you disappear from a controller's scope, search and rescue will be notified so assistance can commence immediately.

During VFR Flight Following there is an implied agreement between pilot and controller. We will provide you with a number of valuable services if you will remain on your assigned code and frequency. If you decide to terminate Flight Following, you must tell us. It is easy to forget. Imagine you are flying cross-country on a beautiful VFR day. Your fuel tank and stomach are both about a quarter full. Fortuitously, you see a great little airstrip directly below you. You land your aircraft, not noticing that your transponder is still on a discrete code. I, as your controller, notice that your transponder and primary radar returns have disappeared from my radar scope. I will call you on the frequency and if I get no response, I will get other aircraft to call you. If they also get no response, I will begin an information search of FSS and ATC databases. I will be calling FBO's to see if anyone knows where you are. Next I will call your phone number of record to ask if anyone has heard from you, perhaps upsetting your family who are now worried about their "missing" pilot. About the time you are paying your lunch bill, search and rescue operations begin. When you get back to your aircraft and notice that your transponder is not on 1200, you may wonder if it matters. Yes, it matters to quite a few people.

Your VFR flight plan and radar Flight Following are independent functions. Canceling your radar Flight Following will not automatically cancel your VFR flight plan and vice-versa. Time permitting, I can call FSS for you to cancel your flight plan. FSS can also relay to me your termination of Flight Following services. You must make a specific request.

Sometimes when you are getting Flight Following through busy airspace, glad to be receiving traffic advisories, your controller unexpectedly says, "Radar service terminated, squawk 1200." What is going on here? Just when you need ATC help the most they send you away. Your controller has most likely made a judgment that there isn't time to provide you with complete service. We do not want you to feel secure, believing that you are being given full Flight Following services, if that is not the case. If I am too busy to provide you with quality service I will terminate your Flight Following. ATC takes VFR Flight Following seriously. It is second only to separation service in importance.

Happy aviating. I'll talk to you on the air.

ANGEL ON BOARD?

By Doug Owens,
Angel Flight pilot

"Angel Flight 80M, do you have an angel on board that airplane?" Seattle Center asked me. I had just been handed off from Chinook Approach to Center. I was on an IFR flight plan, GPS direct from Stevensville, MT to Auburn, WA and was then over east central Washington on a sunny October day at ten thousand feet. I had called Center on the radio to announce my presence on the new frequency. I was using my "Angel Flight 80M" call sign. I looked back at my two passengers in the rear seat. I had picked them up an hour and a half earlier, and had received a royal send off by the other members of their warm and caring family.

Seven year old Addie, blonde and blue eyed, a cheery little girl, and her mom Gayle, headed for Children's Hospital in Seattle for tests on Addie, were chattering away with each other in the rear seat. Both were wearing headsets, with microphones, but I could not hear anything over the intercom. The intercom was fully functional. Addie and Gayle were signing to each other using American Sign Language. For this pair, it did not matter how noisy the plane might be, they would communicate with each other just fine. Gayle later told me that Addie had lost much of her hearing due to her illness, and Gayle and her husband had attended classes during the summer to learn to better communicate with Addie using sign language. Although Addie has lost much of her hearing, it has not prevented her from exploring her interests in music.

Today's flight was not my first trip with this mother and daughter. I remembered that in January I had launched from Auburn to return them home after a visit to Children's Hospital, but the weather (as always) was not as forecast. I had decided to land in Lewiston, rather than chance icing in clouds with high tops which developed unexpectedly over the mountains of central Idaho and western Montana on that trip. Luckily, after the three of us enjoyed a fine lunch in Lewiston, Gayle had contacted a relative who lived nearby and who happened to be heading to the Stevensville area for a family visit. This had saved Gayle's husband a twelve hour round trip over winding mountain roads to fetch the pair from Lewiston. Of course they had also been saved the alternative, a return flight to Seattle with me to wait out the weather. On my climbout leaving Lewiston to return to Seattle, the tower controller told me that he thought Angel Flight was the greatest organization going, and I told him I agreed.

I recalled these things as we headed back to Seattle on today's flight. It was bumpy climbing out northwest over Missoula and heading towards Mullan Pass to gain altitude until we were cleared direct to Auburn. Cumulo*bu*mpus clouds gave all of us a workout, but we all persevered. It was a relief to see the end of the cloud cover at the Idaho-Washington border, just as if Washington were welcoming us back with a bright, sunny day and smooth air. I had wanted to fly a complete mission with Addie and Gayle, ever since the January flight had been interrupted by uncooperative weather, and today was the day. I knew that it does not get better than this, to be able to offer help through Angel Flight for such brave people, and I was grateful. So when Center asked me whether there was an angel on board, I said "There sure is. The prettiest little angel you ever saw."

Editor's note:

Doug Owens is one of 100 Washington pilots actively flying for Angel Flight West, a non-profit organization whose mission is to arrange free air transportation on private aircraft in response to health care and other compelling human needs. Angel Flight West links volunteer private pilots with persons in need whose non-emergency health care problems require travel to and from medical facilities throughout the eleven western states. Angel Flight West pilots donate the costs of all flights and there is never a charge for an Angel Flight mission.

Having started with a dozen pilots twenty years ago in Santa Monica, California, Angel Flight has since grown into a nationwide affiliation of regional organizations that together coordinate thousands of missions throughout the 48 contiguous United States. Under the umbrella organization Angel Flight America, the Angel Flight network has become the nation's largest charitable aviation organization.

In 1996 Washington State became the first of ten western states (excluding Alaska and Hawaii) that California-based Angel Flight West would expand to. Now, with 314 missions flown in 2002, Washington is the first state wing of Angel Flight West, outside of California, to have over 300 missions a year.

As mission numbers continue to grow, so does Angel Flight West's need for more pilots. To learn more about Angel Flight and how you can become involved as a volunteer, visit Angel Flight West's website at www.angelflight.org or contact Angel Flight West Washington Wing Leader Fred Jossy at 425-488-0203. To have Angel Flight make a presentation to your pilot group contact Angel Flight West Washington Pilot Recruiter Christian Holtz at 206-782-7457.

GOOD STUFF

Researching a request for surface movement publications leads to the web site for the Office of System Safety:

http://www.asy.faa.gov

They offer a lot of good information including a World Wide Aircraft Accident Summary, Safety Reports, a National Aviation Safety Data Analysis, and a variety of Safety Publications which are available free of charge, just for the asking.

From the Home Page, click on Publications, then click on Online Order Form.

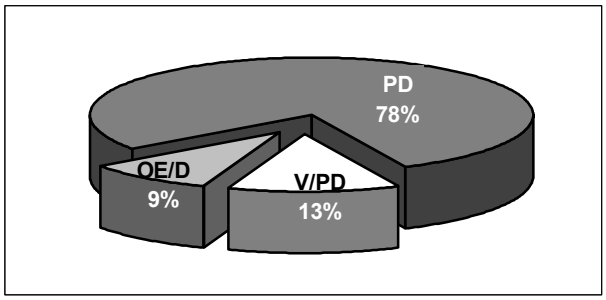
RUNWAY SAFETY

Pat Fletcher, Management Analyst, Northwest Mountain Region - Runway Safety Office

In the last issue, we discussed the different categories/rankings of runway incursions. FAA ranks incidents by severity with "A" being the most dangerous. In the 12 months ending January 31, 2003, there was one Category A incursion in the Northwest Mountain Region. The largest number of incursions is assessed as Category D, which is typical of national trends.

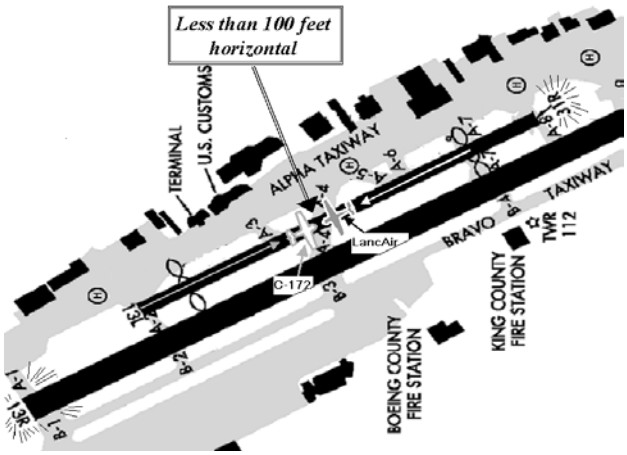
The FAA also looks at incursions by cause. For this purpose, FAA uses: OE/D - an operational error or deviation by a controller, PD – a deviation by a pilot, V/PD – a deviation by a vehicle or pedestrian.

The following breakdown for the 2003 incursions in this region, through January 31, is similar to the pattern across the United States. Most PD's are ranked D – an aircraft created a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land, but there was little or no risk of a collision.



	A	B	C	D	TOTALS
OE/D				3	3
PD	1	1	9	14	25
V/PD		1		3	4
TOTALS	1	2	9	20	32

The AOPA Air Safety Foundation (ASF) and the FAA's Office of Runway Safety are working together to help pilots avoid runway incursions. Among the runway safety tools ASF provides on its website (http://www.aopa.org/asf/runway_safety/) are diagrams and explanations of significant runway incursions. Below is a synopsis of the one A-ranked PD in this region last year along with ASF's comment.



Airport: Boeing Field, Seattle WA (BFI) **Date:** June 1, 2002 **Weather:** Day VFR **Category:** A **Aircraft/Vehicle:** Cessna 172 (C172), Lancair

Narrative: Runways 31 left and right were in use. A Cessna 172, cleared to land on Runway ***31***L, **mistakenly landed on Runway *13*L instead!!!** A Lancair was landing Runway 31R at the same time!!! The result – two airplanes nose to nose on the same runway!!!! Both a/c came to a stop abeam Taxiway A4, facing each other. Closest proximity - less than 100 feet.

ASF Comments: Extra vigilance must be used when operating at an airport that has the **31**/**13**-runway designation. It's easy to transpose the numbers. Parallel runway operations offer similar opportunities for confusion.

Other runway incursion avoidance tools on the ASF website include an interactive online runway safety quiz which tests the user's knowledge of airport signage, and flash cards of airport signs and markings.

The FAA Office of Runway Safety website: <http://www.faarsp.org/> has advisory circulars, videos, a human factors handbook, a link to NACO Airport Diagrams, and other pilot and driver information available for viewing, downloading, or ordering. The Northwest Mountain Region Runway Safety Program website has an Online Airport Signs and Markings Quiz <http://www.nw.faa.gov/exec_staff/index.htm> as well as one that can be downloaded.

The number of runway incursions in this region is rising this year after two consecutive years of declining. Please do your part to reverse this trend. Talk to a flight instructor, go to a Flight Standards Pilot Safety Meeting, and check your knowledge by taking the online quizzes. Always maintain situational awareness, even on the ground: an aware pilot is a safe pilot.

PLANE TALK

May you always find VFR and tailwinds